AGENDA
RENO-TAHOE AIRPORT AUTHORITY
PLANNING & CONSTRUCTION
COMMITTEE MEETING

DATE & TIME: Tuesday, July 12, 2016
10:00 a.m. (or immediately following the Finance & Business
Development Committee meeting)

LOCATION: Reno-Tahoe International Airport
Administrative Offices, Conference Room A/B
Reno, Nevada

AGENDA:

I. Approval of Meeting Minutes from June 7, 2016

II. Public Comment (limited to 3 minutes)

III. Items to be Presented to the Planning and Construction Committee for Review and Recommendation to the Board:

A. #16(07)-24 Authorization for the President/CEO to Execute a Professional Services Agreement for Design Services for the NVARNG Access Road Rehabilitation and Taxiway “D” Resurfacing Project at Reno-Stead Airport, with Stantec, in the Amount of $66,300

B. #16(07)-25 Adoption of the Amended Reno-Tahoe International Airport Land Use Plan

C. #16(07)-26 Authorization for the President/CEO to Award a Construction Contract for the 2016 Airside Pavement Repairs and Rehabilitation Project at Reno-Tahoe International Airport with, Q&D Construction, in the Amount of $913,919

D. #16(070-27 Authorization for the President/CEO to Award a Construction Contract for the 2016 Landside Pavement Repairs and
Rehabilitation Project at Reno-Tahoe International Airport, with Sierra Nevada Construction, in the Amount of $408,007

E. **#16(07)-28 Authorization for the President/CEO to Execute Amendment No. 3 (2016 Airside Pavement Repairs and Rehabilitation and 2016 Landside Pavement Repairs and Rehabilitation) to the Professional Services Agreement for 2016 Annual Construction Management Services for the Airport Capital Improvement Plan at Reno-Tahoe International Airport and Reno-Stead Airport, with Atkins North America, in the Amount of $240,600, for a Total of $353,100**

IV. Items to be Presented to the Planning and Construction Committee for Approval:

A. None.

V. Items to be Presented to the Planning and Construction Committee for Discussion:

A. None.

VI. **Project Status Items to be Presented to the Planning and Construction Committee for Information:**

A. Staff Report on the Aircraft Parking Apron – Concrete Pads Project at Reno-Stead Airport [Construction]
B. Staff Report on the Taxiway ‘C’ Reconstruction Project at Reno-Tahoe International Airport [Construction]
C. Staff Report on the Pavement Management System Program at Reno-Tahoe International Airport [Construction]
D. Staff Report on the De-Icing Materials Storage Facility Project at Reno-Tahoe International Airport [Construction]
E. Staff Report on the Disadvantaged Business Enterprise (DBE) -- Disparity Study being Conducted at Reno-Tahoe International Airport and Reno-Stead Airport
F. Staff Report on the Master Plan Project at Reno-Tahoe International Airport [Planning]
G. Staff Report on the Geographic Information System Project at Reno-Tahoe International Airport [Planning]

VII. General Member Comments, Questions & Items for Future Committee Meetings

VIII. Public Comment (limited to 3 minutes)

IX. Adjournment

Items will not necessarily be considered in the sequence listed. This meeting may be continued if all of the items are not covered in the time allowed. If the meeting is to be continued, the time and place will be announced at the end of the portion of the meeting to be continued.
Supporting Material: The designated contact to obtain supporting material is Claire Johnson, Clerk of the Board, P.O. Box 12490, Reno, NV, 89510 or 775-328-6410. Supporting material is also available at the Reno-Tahoe Airport (Administrative Offices) and at the scheduled meeting.

Members of the public who are disabled and require special accommodations or assistance at the meeting are requested to notify the Clerk of the Board in writing at P.O. Box 12490, Reno, Nevada 89510 or by calling (775) 328-6410 prior to the meeting date.

THIS NOTICE HAS BEEN POSTED AT THE FOLLOWING LOCATIONS:
1. Airport Authority Administrative Offices – 2001 E. Plumb Lane, Reno
2. Washoe County Administrative Offices – 1001 E. 9th Street, Reno
3. Reno City Hall – One East First Street, Reno
4. Sparks City Hall – 431 Prater Way, Sparks
TOPICS DISCUSSED:

I. APPROVAL OF MEETING MINUTES FROM MAY 17, 2016

A motion was made by Trustee Hall, seconded by Trustee Gianoli, and the Committee unanimously approved the minutes from the May 17, 2016 Planning & Construction Committee meeting.

II. PUBLIC COMMENT

None.

III. ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR REVIEW AND RECOMMENDATION TO THE BOARD:

A. #16(06)-19 AUTHORIZATION OF PUBLIC COMMENT PERIOD FOR AN AMENDMENT TO THE ADOPTED RENO-TAHOE INTERNATIONAL AIRPORT LAND USE PLAN
Staff gave a presentation requesting Committee recommendation for Board approval for the Authorization of Public Comment Period for an Amendment to the Adopted Reno-Tahoe International Airport Land Use Plan.

Trustee Eck asked for clarification as to whether there is any equipment currently in the building. Staff responded that there is no equipment in the building at this time. The equipment that was once in that building has been relocated by the Building Maintenance and Services Department.

A motion was made by Trustee Gianoli, seconded by Trustee Hall, and the Committee unanimously recommended this item [#16(06)-19] go to the Board for approval at the upcoming Board meeting.

IV. ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR APPROVAL:

None.

V. ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR DISCUSSION:

None.

VI. PROJECT STATUS ITEMS TO BE PRESENTED TO THE PLANNING AND CONSTRUCTION COMMITTEE FOR INFORMATION:

A. Staff Report on the Aircraft Parking Apron-Concrete Pads Project at the Reno-Stead Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

B. Staff Report on the Taxiway ‘C’ Reconstruction Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

C. Staff Report on the Pavement Management System Program at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.
D. Staff Report on the De-Icing Materials Storage Facility Project at Reno-Tahoe International Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

E. Staff Report on the Disadvantaged Business Enterprise (DBE) – Disparity Study being conducted at Reno-Tahoe International Airport and Reno-Stead Airport [Construction]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

F. Staff Report on the Master Plan Project at Reno-Tahoe International Airport [Planning]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

G. Staff Report on the Geographic Information System Project at Reno-Tahoe International Airport [Planning]

This item was summarized in the monthly Project Status Report which was included in the monthly Board Packet. As there were no additional updates or questions regarding the information submitted, this item was not discussed further.

VII. GENERAL MEMBER COMMENTS, QUESTIONS AND ITEMS FOR FUTURE COMMITTEE MEETINGS

None.

VIII. PUBLIC COMMENT

None.

IX. ADJOURNMENT

The meeting was called to order at 9:39 a.m. and was adjourned at 9:52 a.m.

AM: JM/lg

*** These draft minutes have not yet been approved and are subject to revision at the next regularly scheduled meeting. ***
Date: July 6, 2016  
Memo: # 16(07)-24  
To: Chairman & Board Members  
For: July 14, 2016 Board Meeting  
From: Marily M. Mora, A.A.E., President/CEO  
Subject: AUTHORIZATION FOR THE PRESIDENT/CEO TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT FOR DESIGN SERVICES FOR THE NEVADA ARMY NATIONAL GUARD ACCESS ROAD REHABILITATION AND TAXIWAY “D” RESURFACING PROJECT AT RENO-STEAD AIRPORT, WITH STANTEC, IN THE AMOUNT OF $66,300

STAFF RECOMMENDATION
Staff recommends that the Board Authorize the President/CEO to execute a Professional Services Agreement for design services for the Nevada Army National Guard (NVARNG) Access Road Rehabilitation and Taxiway “D” Resurfacing Project at Reno-Stead Airport, with Stantec, in the amount of $66,300.

PURPOSE
The purpose of this action is to request authorization for the President/CEO to execute a Professional Services Agreement (PSA) for design services for the NVARNG Access Road Rehabilitation and Taxiway “D” Resurfacing Project at Reno-Stead Airport (RTS). This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority # 2 – Optimize General Aviation Operations and Services, and Strategic Priority # 4 – Facilitate Economic Development at Both Airports, and the Guiding Principles of Safety and Security and Financial Integrity, as adopted in the RTAA Fiscal Year (FY) 2014-2018 Comprehensive Strategic Plan.

BACKGROUND
The existing asphalt access road serving the NVARNG at RTS is over twenty years old and has exceeded its useful life. Over the preceding years, the pavement has been patched and overlayed, however the current state of deterioration exceeds any reasonable repair and maintenance efforts. The road is used primarily by the NVARNG on a non-exclusive basis and is not within their leasehold or easements. The second component of this project is the resurfacing of Taxiway “D” and patching of the asphalt taxi lane connector to the NVARNG apron. Taxiway “D” is used primarily by the NVARNG on a non-exclusive basis and is not within their leasehold. Maintenance of the road and Taxiway “D” resides with the RTAA under the terms and conditions of the lease agreement.

The project consists of providing design services for the repair and rehabilitation of the approximately 3,825 feet long by 24 feet wide NVARNG asphalt access road. This rehabilitation will be a combination of pavement reconstruction of the majority of the road, with slurry seal of a smaller portion of newer existing pavement. Taxiway “D” will be resurfaced using a specific grade of slurry seal over an area of approximately 11,200 square yards and limited patching of a connector taxi lane. Specific project requirements and design features for the project will be developed in collaboration with project stakeholders, as part of this design process. The design services shall include construction phasing plans to accommodate vehicle traffic and contingency plans for special operations during construction.
The design services portion of the project will be funded by the RTAA FY 2015-2016 (Phase 1) Capital Projects budget. The budget for the total program consisting of FY 2015-2016 (Phase 1) and FY 2016-2017 (Phase 2) funding allocations for soft costs and construction is $981,150. The project budget parameters and focus of the pavement rehabilitation are based on providing a minimum five years of high service level pavement performance to coincide with the term of a proposed lease renewal with the NVARNG. The design shall be in accordance with Standard Specifications for Public Works Construction (Orange Book), FAA Advisory Circulars, and other applicable federal, state, and local requirements.

The design services include construction phasing plans, an operational plan accommodating roadway and taxiway closures, and a contingency plan for aircraft operations during construction. Initial stakeholder outreach will be conducted with the Stead Airport Manager, NVARNG, and various Airport users. This coordination will generate information to identify project constraints and operational criteria to be utilized in the basis of design.

The design work for the Taxiway “D” Resurfacing is scheduled to allow for bidding and construction in Summer 2016. The bid package for the NVARNG Access Road Reconstruction will be issued as a separate bid package in late 2016 or early 2017 to start construction in Spring 2017. This will sequence the new road construction after the completion of various construction projects currently being conducted by the NVARNG as part of their capital improvements. This schedule will avoid running heavy construction vehicles over a new pavement surface and will also ensure completion prior to the National Championship Air Races in September 2017.

**DISCUSSION**

The Request for Qualifications (RFQ) for design services was publicly advertised and Statements of Qualifications (SOQ) were received on April 28, 2016, from the following firms:

- Armstrong Consultants
- Dyer Engineering Consultants
- Environmental Equalizers Inc. (EEI)
- Poggemeyer Design Group
- Stantec
- Wood Rodgers Inc.

An evaluation committee comprised of RTAA staff reviewed the submittals and determined Stantec as the most qualified firm for the project. The evaluation was based on the qualifications and experience requirements stipulated in the RFQ.

Stantec has extensive experience in airfield and landside pavement design projects at various Commercial (Part 139) and General Aviation airports. Their experience on projects at Reno–Stead Airport and the RTAA Pavement Management System program provides the appropriate resources for this project. Additionally, Stantec conducts geotechnical work in-house as part of their core services.
This Agreement for the NVARNG Access Road Rehabilitation and Taxiway “D” Resurfacing project provides for design services consisting of construction documents (plans and specifications), bidding services, and construction services. Specific tasks include, field survey, geotechnical investigation, construction phasing, operational plan, client review, cost estimates, development of the design and bid package, bidding services, construction services, and project close out.

Upon completion of the design, the construction documents will be issued as separate bid packages for the Access Road and the Taxiway “D” portions. The individual construction contracts will be brought separately for Board approval at a later date and shall be funded from the RTAA FY 2015-2016 (Phase 1) and FY 2016-2017 (Phase 2) Capital Projects budget.

Construction Management (CM) services are not included and will be procured separately with Atkins North America (CM Company of Record). Table 1 below is an estimate of the total program costs:

<table>
<thead>
<tr>
<th>Design</th>
<th>Construction Management</th>
<th>Construction</th>
<th>Contingency</th>
<th>Other Direct Costs</th>
<th>Estimate At Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>$66,300</td>
<td>$85,000</td>
<td>$820,000</td>
<td>$0</td>
<td>$9,850</td>
<td>$981,150</td>
</tr>
</tbody>
</table>

Other Direct Costs include, but are not limited to, permits, utility company fees, environmental testing, legal advertisements, printing, and administrative costs. Environmental remediation is a standard exclusion in these contracts and is not anticipated as part of this project estimate.

The Estimate At Completion (EAC) is a preliminary estimate for budgetary purposes only. This estimate will be revised with the content of the design documents, construction schedule, and actual construction bids. The EAC amount reflects the amount programmed in the FY 2015-2016 and FY 2016-2017 Capital Projects budget for this project.

**COMPANY BACKGROUND**
Stantec has a local office in Reno and a regional office in Phoenix, Arizona. All of the work associated with this project is expected to be performed by the staff based in Reno. Stantec has performed numerous airfield and landside pavement inspection and design projects for the RTAA in the past. The local Stantec personnel have extensive experience in conducting pavement design, geotechnical investigations, phasing construction work, and coordinating airport operations during construction projects.

**FISCAL IMPACT**
The PSA for design services in the amount of $66,300 is funded by the RTAA FY 2015-2016 (Phase 1) Capital Projects budget. The separate construction projects will be presented for approval at a later time and shall be funded from the balance of the RTAA FY 2015-2016 (Phase 1) and FY 2016-2017 (Phase 2) Capital Projects budget.
COMMITTEE COORDINATION
This item is scheduled to be presented at the July 12, 2016 Planning and Construction Committee meeting.

RECOMMENDATION
It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board approve the Professional Services Agreement for design services for the NVARNG Access Road Rehabilitation and Taxiway “D” Resurfacing Project at Reno-Stead Airport, with Stantec, in the amount of $66,300, and authorizes the President/CEO, or her designee to sign.”

MMM/dl/cj
RENO - STEAD AIRPORT

NVARNG ACCESS ROAD REHABILITATION & TAXIWAY “D” RESURFACING
STAFF RECOMMENDATION
Staff recommends that the Reno-Tahoe Airport Authority (RTAA) Board of Trustees adopt the amended Reno-Tahoe International Airport (RNO) Land Use Plan.

PURPOSE
The purpose of this action is to adopt the amended RNO Land Use Plan which was amended to reflect the transfer of two (2) acres of Airport-owned property from Airfield Support use to Development Support use.

The amendment to the RNO Land Use Plan is recommended to allow RTAA to convert an underutilized, previously unleased building and adjacent land to a potential revenue producing use. This action is in support of the RTAA Strategic Priority # 4 - Facilitate Economic Development at Both Airports, as adopted in the RTAA Fiscal Year (FY) 2014-2018 Comprehensive Strategic Plan.

An illustration of both the existing, adopted RNO Land Use Plan (Exhibit A) and the proposed, amended RNO Land Use Plan (Exhibit B) are included with this Board Memo.

BACKGROUND
As discussed at the June 7, 2016 Planning and Construction Committee meeting, the RTAA owns a 10-acre parcel of land (APN 013-351-04), fronting Vassar Street. The parcel includes four (4) buildings known as:

- Airport Vassar Annex (AVA) 1 (aka the ACE Charter School building)
- the Airport Communications Center and Materials Management Warehouse
- AVA 2
- the Purchasing Trailer

AVA 2 (situs address 2750 Vassar Street) is a 9,200+/- square foot one-story concrete block building built in 1964. A trailer (situs address 2770 Vassar Street) located east of AVA 2, is the temporary home of the RTAA Purchasing Division. These two structures and the immediately adjacent land, totaling two (2) acres in total, can be released for use by the RTAA and made available for potential revenue producing use. The current annual rental value of the AVA 2 building is $44,160 (9,200 square feet x $4.80 per square foot per annum).

The existing RNO Land Use Plan identifies these two (2) acres as reserved for Airfield Support use. In accordance with previous Board direction, a formal amendment to the RNO Land Use Plan, with defined levels of public outreach, is required prior to transferring this acreage to Development Support use.
On June 9, 2016, the RTAA Board of Trustees authorized the President/CEO to open a public comment period for the proposed amendment. The proposed process matches the public outreach process previously approved by the RTAA Board in October 2013. The 16-day public comment period officially began on Friday, June 10, 2016.

The proposed amendment was available in a PDF format for review or download on the renoairport.com website, and hardcopies were available upon a request at the RTAA Administrative office.

The public comment period was initially announced via an RNO tenant bulletin on Thursday, June 9, 2016. The tenant bulletin, which also includes all RTAA employees, had a distribution in excess of 500 email addresses. The tenant bulletin was followed with an RTAA e-blast on Friday, June 10, 2016. The e-blast had a distribution of over 2,100 email addresses. The email announcements were followed with a display advertisement in the Sunday edition of the Reno Gazette-Journal on June 12, 2016. A second advertisement was included in the Wednesday edition of the Reno Gazette-Journal on June 15, 2016. And finally, the renoairport.com website was updated on June 13, 2016 to include an announcement in the Latest News section.

The public comment period closed on Sunday, June 26, 2016 at 11:59 P.M.

**DISCUSSION**

The existing Land Use Plan separates Airport-owned property into seven (7) distinct Airport-specific categories: Airfield Operations, Airfield Support, Air Cargo Operations, General Aviation, Military, Commercial Passenger Facilities, and Development Support. Transferring the land which houses AVA 2 and the trailer from Airfield Support use to Development Support use will have the following net impacts:

- two (2) fewer acres of property designated for Airfield Support purposes
- two (2) additional acres of property designated for Development Support purposes

There are no impacts to the acreage identified for Airport Operations, Air Cargo Development, General Aviation, Military, or Commercial Passenger Facilities purposes.

As a result of the 16-day public comment period, one (1) comment was received. A matrix, documenting the public comment received and associated staff response, is included with this Board Memo (Exhibit C). The proposed amendment has not been changed as a result of the comment received.

Upon review of the amendment and consideration of the public comment received, the Board may elect to adopt the amended RNO Land Use Plan as proposed.

**FISCAL IMPACT**

There is no fiscal impact for this item.
COMMITTEE COORDINATION
The amended RNO Land Use Plan was discussed at the June 7, 2016 Planning and Construction Committee meeting. Authorization to open a public comment period was approved at the June 9, 2016 Board meeting.

This item is scheduled to be presented at the July 12, 2016 Planning and Construction Committee meeting.

RECOMMENDATION
It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board of Trustees adopts the amended Reno-Tahoe International Airport Land Use Plan.”

MMM/lkb/cj
<table>
<thead>
<tr>
<th>Comment</th>
<th>Staff Response</th>
<th>Changes to Proposed Amendment</th>
</tr>
</thead>
</table>
| Several of us in the AVA building have concerns about traffic, particularly in regards to the off street traffic crossing our gate. Currently we’ve had several instances of near miss hits with vehicles headed into the car repair area at high speeds. I’m told the building is going to be used to increase / expand the car repair business. What (if any) plans do you have to address increased traffic across Vassar buildings area? As there is also heavy pedestrian traffic with the Charter school, this could be a big concern. Thank you. | At this point in time, there is no definitive tenant for AVA 2. The nearby car repair business has indicated interest in leasing the building but there is currently no agreement in process.  
Currently, parking for AVA 2 is located west of the building along the driveway to the Airport Communications Center (ACC) where this individual works.  
The new parking lot for AVA 2 will be located east of AVA 2 and south of the Purchasing Trailer. Moving the parking away from the ACC driveway should reduce conflicts.  
Regarding vehicle traffic across the Vassar buildings, any new tenant will be required to comply with City of Reno code. The City of Reno has specific requirements related to traffic impacts. City of Reno requirements, depending on the business (type & size) the future tenant plans to operate, could include a traffic report, a traffic impact analysis, and/or a traffic entry and access study. Based on the results of those studies, the tenant may be required by the City to provide certain pedestrian and/or traffic improvements prior to occupancy. | None.                                                                                                                                                                                                                                                                                                   |
STAFF RECOMMENDATION
Staff recommends the Board authorize the President/CEO to award a construction contract for the 2016 Airside Pavement Repairs and Rehabilitation Project at Reno-Tahoe International Airport with, Q&D Construction, in the amount of $913,919.

PURPOSE
The purpose of this action is to request authorization for the President/CEO to award a construction contract for the 2016 Airside Pavement Repairs and Rehabilitation project at Reno-Tahoe International Airport to Q&D Construction. This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority # 1 – Increase Air Service and Strategic Priority # 4 – Facilitate Economic Development at Both Airports, as adopted in the RTAA Fiscal Year (FY) 2014-2018 Comprehensive Strategic Plan.

BACKGROUND
The Federal Aviation Administration (FAA) requires airport Sponsors (RTAA), to have a Pavement Management System (PMS) in place to evaluate pavement condition and implement ongoing repairs and maintenance. This program is intended to optimize the level of service and extend the useful life of airfield pavements.

As part of the RTAA Pavement Management System, the 2014 and 2015 Pavement Management Program Surveys identified pavement maintenance required on Runway 16R-34L and Taxiways A, B, N, and P. The attached exhibit shows the work areas for the 2016 Airside Pavement Repairs and Rehabilitation. Repairs on the runway and taxiway concrete pavements consist of joint sealing, crack sealing, spall repairs, and partial depth patching.

The pavement condition evaluation and related design work was conducted by Stantec Consulting, as authorized by the Board (Board Memos #15(02)-03, February 4, 2015 and #16(01)-01, January 6, 2016). Stantec generated plans and specifications for the 2015 repairs in 2015, however, the bidding and construction contract was deferred pending the completion of the Taxiway “C” Reconstruction (June 2016), which required closures of Runway 16L-34R. The design work associated with the 2016 repairs was completed in May 2016. The 2015 and 2016 projects are packaged for a single construction contract for the 2016 construction program. For clarity, the composite program will be referred to as the “2016 Airside Pavement Repairs and Rehabilitation” in regard to this construction contract.
The attached exhibit shows the work areas and phasing plan for 2016 Airside Pavement work. Table 1 below is a list of the composite 2015 and 2016 work areas contained in the 2016 construction contract. Funding for the program is allocated from the RTAA FY 2015-2016 and 2016-2017 Capital Projects budget.

**Table 1 – Work Areas**

<table>
<thead>
<tr>
<th>2016 Airside Pavement Repairs &amp; Rehabilitation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Work Area</strong></td>
</tr>
<tr>
<td>Runway 16R-34L - North Portion (2015)</td>
</tr>
<tr>
<td>Runway 16R-34L - South Portion (2016) - Bid Option A</td>
</tr>
<tr>
<td>Taxiways A, B, N, and P (2015) - Bid Option B</td>
</tr>
</tbody>
</table>

**DISCUSSION**

The 2016 Airside Pavement Repairs and Rehabilitation project was publicly advertised on June 10, 2016 and bids were opened on July 5, 2016. Bids were received from the following contractors:

<table>
<thead>
<tr>
<th>Bidder</th>
<th>Base Bid</th>
<th>Bid Option A</th>
<th>Bid Option B</th>
<th>Total Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q&amp;D Construction</td>
<td>$488,739.17</td>
<td>$264,774.25</td>
<td>$160,405.58</td>
<td>$913,919.00</td>
</tr>
<tr>
<td>Diversified</td>
<td>$615,458.95</td>
<td>$387,866.00</td>
<td>$214,543.90</td>
<td>$1,217,868.85</td>
</tr>
<tr>
<td>Engineer’s Estimate</td>
<td>$727,668.00</td>
<td>$421,148.20</td>
<td>$192,639.80</td>
<td>$1,341,456.00</td>
</tr>
</tbody>
</table>

The low, responsive, and responsible bidder is Q&D Construction in the amount of $913,919. The basis of award for the contract is for the Base Bid with Bid Option A (Runway 16R-34L - South Portion) and Bid Option B (Taxiways “A”, “B”, “N”, & “P”). The bids were reviewed for conformance with the bid requirements, and recommendation is made to award the construction contract to Q&D Construction.

The pavement repairs will require 117 calendar days to complete. The construction is scheduled to occur from August to November 2016. The construction work is within the Runway and Taxiway Safety Areas and requires nightly closure of Runway 16R-34L and various taxiways. The work areas will be barricaded at the beginning of each shift and the runway and taxiways shall be reopened for daytime operations at the end of the nightly shift. Runway 16L-34R and either Taxiway A or B shall remain open to aircraft at all times. Work not requiring a runway closure may be conducted during the daytime. This schedule was coordinated with RTAA Airside Operations, FAA Air Traffic Control, Airline Station Managers and Aircraft Operations personnel.

Restrictions on runway and taxiway closures were determined as part of the project stakeholder coordination meetings and project narrative. Night time and early morning runway closures were prescribed due to summer daytime temperatures increasing the “density altitude” and the related impact to permissible aircraft take-off weight. Construction blackout periods are contained in the contract during special events, such as Burning Man and the National Championship Air Races, which place additional demands on airfield availability. Additionally, there may be occasional airfield restrictions associated with special aircraft operations during the election season.
The potential exists for these contingencies and early winter temperatures to impact the construction in November 2016. Those conditions may determine a winter shutdown with resumption of construction in Spring of 2017, subject to a separate change order to the construction contract.

Construction Management services shall be procured separately with Amendment No. 3 (Work Order 16-03) to the 2016 Construction Management (CM) Professional Services Agreement with Atkins, pending approval by separate Board action at the July 2016 Board meeting.

The construction contract and other project costs are tabulated in the following Table 2 – Project Estimate At Completion:

<table>
<thead>
<tr>
<th>Design / Pre-Construction Services</th>
<th>Construction Management</th>
<th>Construction</th>
<th>Other Direct Costs</th>
<th>Estimate At Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>$229,300* (PMS)</td>
<td>$164,200</td>
<td>$913,919</td>
<td>$211,081</td>
<td>$1,629,100</td>
</tr>
<tr>
<td>$110,600 (Design)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Pre-Construction includes Pavement Management System (PMS) field inspections, evaluations, budget cost estimates, and annual report.

Other Direct Costs include, but are not limited to, permits, utility company fees, environmental testing, legal advertisements, printing, and administrative costs. Environmental remediation is a standard exclusion from the contract and is not anticipated for this project.

**COMPANY BACKGROUND**

Q&D Construction has a local office in Sparks, Nevada. All of the work associated with this project is expected to be performed by the staff based in the Reno/Sparks area, and will primarily utilize locally based subcontractors and material suppliers. Q&D Construction has performed several construction projects at the Reno–Tahoe International (RNO) and Reno–Stead (RTS) Airports, including the Terminal Apron Reconstruction – Phase 17 in 2014. The local Q&D Construction personnel have prior experience in airport construction, phasing airport construction work, and coordinating facility closures at the RNO and RTS airports.

**FISCAL IMPACT**

The construction project is funded by the FY 2015-2016 and FY 2016-2017 Capital Projects Budget in the amount of $913,919. The program budget is $1,629,100, with $913,919 allocated for construction.

**COMMITTEE COORDINATION**

This item is scheduled to be presented at the July 12, 2016 Planning and Construction Committee meeting.
RECOMMENDED MOTION

It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board authorizes the President/CEO to award the construction contract for the 2016 Airside Pavement Repairs and Rehabilitation project at Reno-Tahoe International Airport with Q&D Construction, in the amount of $913,919, and authorize the President/CEO or her designee to sign.”

MMM/dl/cj
- Runway 16R-34L (North) – Base Bid
- Runway 16R-34L (South) – Bid Option A
- Taxiways – A, B, N, & P – Bid Option B

RENO – TAHOE INTERNATIONAL AIRPORT
2016 AIRSIDE PAVEMENT REPAIRS & REHABILITATION
Date: July 6, 2016           Memo: # 16(07)-27
To: Chairman and Board Members    For: July 14, 2016 Board Meeting
From: Marily M. Mora, A.A.E., President/CEO
Subject: AUTHORIZATION FOR THE PRESIDENT/CEO TO AWARD A CONSTRUCTION CONTRACT FOR THE 2016 LANDSIDE PAVEMENT REPAIRS AND REHABILITATION PROJECT AT RENO-TAHOE INTERNATIONAL AIRPORT, WITH SIERRA NEVADA CONSTRUCTION, IN THE AMOUNT OF $408,007

STAFF RECOMMENDATION
Staff recommends the Board authorize the President/CEO to award a construction contract for the 2016 Landside Pavement Repairs and Rehabilitation Project at Reno-Tahoe International Airport, with Sierra Nevada Construction, in the amount of $408,007.

PURPOSE
The purpose of this action is to request authorization for the President/CEO to award a construction contract for the 2016 Landside Pavement Repairs and Rehabilitation project at Reno-Tahoe International Airport to Sierra Nevada Construction. This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority # 1 – Increase Air Service and Strategic Priority # 4 – Facilitate Economic Development at Both Airports, as adopted in the RTAA Fiscal Year (FY) 2014-2018 Comprehensive Strategic Plan.

BACKGROUND
To maximize the useful life of the Airport pavement assets, the RTAA has implemented a Landside Pavement Management System for areas outside of the Air Operations Area (AOA) not eligible for federal grants. This program evaluates the condition of various landside pavements, provides recommendations for reconstruction and maintenance, as well as generates cost estimates for a multi-year rehabilitation program. The program establishes the scope and budget for landside pavement maintenance and reconstruction on a rolling 5-year basis. The evaluation ranks pavement areas in priority of need for rehabilitation for programming and budgetary purposes.

As part of the overall RTAA Pavement Management System, the 2015 Landside Pavement Management Program Survey identified pavement repairs and reconstruction for the Ground Transportation Center (GTC-Phase 1), Terminal Loop Road, and the approach road to the northbound I-580 freeway on-ramp as the highest priorities. The pavements range from 20 to over 30 years old, and accommodate a substantial portion of the vehicle traffic in the terminal area. These work areas were coordinated with RTAA Landside Operations and Airfield Maintenance staff.
The pavement condition evaluation is conducted and updated on an annual basis by Stantec, as authorized in Board Memo #16(01)-01, dated January 14, 2016. Stantec generated plans and specifications for the proposed work and the contract documents were issued for bids in June 2016. This construction contract is specifically for the 2016 Landside Pavement Repairs and Rehabilitation.

The work contained in the construction contract consists of:

- Terminal Loop Road – patching of transverse cracks, limited areas of base repair and pavement patching, and slurry seal (micro-surface) of the north and south portions of the asphalt roadway.

- I-580 On-Ramp Approach Road – Full depth reconstruction of approximately 450 linear feet of asphalt approach road to the NDOT I-580 northbound freeway on-ramp.

- Ground Transportation Center (GTC) – Full depth reconstruction of the south portion of the GTC. This is Bid Option – 1, and is approximately 1,417 square yards of asphalt parking area for commercial transport vehicles.

The attached exhibit shows the work areas for the Terminal Loop Road, I-580 On-Ramp Approach Road, and Ground Transportation Center (GTC) areas. The 2016 GTC work is Phase 1 of a multi-year reconstruction, with future phases to be designed, bid, and constructed in subsequent years.

Table 1 below is a cost summary of the work areas contained in the construction contract. Funding for the project is allocated from the RTAA FY 2016-2017 Capital Projects budget.

<table>
<thead>
<tr>
<th>Work Area</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal Loop Road &amp; I-580 On-Ramp Approach Road (Base Bid)</td>
<td>$269,007</td>
</tr>
<tr>
<td>Ground Transportation Center (Bid Option - 1)</td>
<td>$139,000</td>
</tr>
<tr>
<td>Total Construction Contract</td>
<td>$408,007</td>
</tr>
</tbody>
</table>

**DISCUSSION**

The 2016 Landside Pavement Repairs and Rehabilitation project was publicly advertised on June 16, 2016 and bids were opened on July 7, 2016. Bids were received from the following contractors:
The low, responsive, and responsible bidder is Sierra Nevada Construction in the amount of $408,007. The basis of award for the contract is for the Base Bid and Bid Option - 1 (Ground Transportation Center). The bids were reviewed for conformance with the bid requirements, and recommendation is made to award the construction contract to Sierra Nevada Construction.

The Base Bid consists of slurry seal surfacing for the Terminal Loop Road and pavement reconstruction of the I-580 On-Ramp Approach Road. Bid Option - 1 is pavement reconstruction of the south portion (Phase 1) of the Ground Transportation Center.

The pavement reconstruction will require 60 calendar days to complete. The construction is scheduled to occur from August to October 2016. The work areas will be barricaded and access will be restricted with various traffic controls in effect. Work on the Terminal Loop Road will involve staggered lane closures from 9 pm to 5 am. The I-580 On-Ramp Approach Road work will involve full lane closures from 7 am to 7 pm and traffic will be detoured to Plumb Lane, turning right before Matley Lane to the I-580 on-ramp at Villanova. Construction at the GTC will require barricading of the south portion of the GTC. Access for commercial vehicles and passenger loading will be available at all times using a reduced vehicle staging area.

Construction Management services shall be procured separately with Amendment No. 3 (Work Order 16-04) to the 2016 Construction Management (CM) Professional Services Agreement with Atkins, pending approval by separate Board action at the July 2016 Board meeting.

The construction contract and other project costs are tabulated in the following Table 2 – Project Estimate At Completion:

<table>
<thead>
<tr>
<th>Pre-Construction / Design Services*</th>
<th>Construction Management</th>
<th>Construction</th>
<th>Other Direct Costs</th>
<th>Estimate At Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>$16,800* (PMS)</td>
<td>$76,400</td>
<td>$408,007</td>
<td>$35,593</td>
<td>$600,000</td>
</tr>
<tr>
<td>$63,200* (Design)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Pre-Construction services consist of Pavement Management System (PMS) field inspections, evaluations, budget cost estimates, and annual report. Design services are specifically for the 2016 Landside Pavement construction package.

Both Pre-Construction and Design services costs are allocated to the 2016 Pavement Management System Program PSA with Stantec (Board Memo #16(01)-01, dated January 14, 2016) and are not a part of the construction contract. Construction Management services are also procured separately.

Other Direct Costs include, but are not limited to, permits, utility company fees, environmental testing, legal advertisements, printing, and administrative costs. Environmental remediation is a standard exclusion from the contract and is not anticipated for this project.
COMPANY BACKGROUND
Sierra Nevada Construction has a local office in Sparks, Nevada. All of the work associated with this project is expected to be performed by the staff based in the Reno/Sparks area, and will primarily utilize locally based subcontractors and material suppliers. Sierra Nevada Construction has performed several construction projects at the Reno–Tahoe International (RNO) and Reno–Stead (RTS) Airports, including RTIA Parking Lot Reconstruction in 2015. The local Sierra Nevada Construction personnel have prior experience in airport construction, phasing airport construction work, and coordinating facility closures at the RNO and RTS Airports.

FISCAL IMPACT
The construction project is funded by the FY 2016-2017 Capital Projects Budget in the amount of $600,000. The program budget is $600,000, with $480,000 allocated for construction.

COMMITTEE COORDINATION
This item is scheduled to be presented at the July 12, 2016 Planning and Construction Committee meeting.

RECOMMENDED MOTION
It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board authorizes the President/CEO to award the construction contract for the 2016 Landside Pavement Repairs and Rehabilitation project at Reno-Tahoe International Airport with Sierra Nevada Construction, in the amount of $408,007, and authorize the President/CEO or her designee to sign.”

MMM/dl/cj
2016 Landside Pavement Repairs
• Terminal Loop Road
• I-580 On-Ramp Approach
• Ground Transportation Center (Phase 1)

TERMINAL LOOP ROAD (NORTH)

GROUND TRANSPORTATION CENTER

TERMINAL BUILDING

TERMINAL WAY

PLUMB LANE

I-580 ON-RAMP APPROACH

I-580 FREEWAY

TERMINAL LOOP ROAD (SOUTH)

TERMINAL RETURN ROAD
Date: July 6, 2016  
To: Chairman & Board Members  
From: Marily M. Mora, A.A.E., President/CEO  
Subject: AUTHORIZATION FOR THE PRESIDENT/CEO TO EXECUTE AMENDMENT NO. 3 (2016 AIRSIDE PAVEMENT REPAIRS AND REHABILITATION AND 2016 LANDSIDE PAVEMENT REPAIRS AND REHABILITATION) TO THE PROFESSIONAL SERVICES AGREEMENT FOR 2016 ANNUAL CONSTRUCTION MANAGEMENT SERVICES FOR THE AIRPORT CAPITAL IMPROVEMENT PLAN AT RENO-TAHOE INTERNATIONAL AIRPORT AND RENO-STEAD AIRPORT, WITH ATKINS NORTH AMERICA, IN THE AMOUNT OF $240,600, FOR A TOTAL OF $353,100

STAFF RECOMMENDATION
Staff recommends that the Board authorize the President/CEO to execute Amendment No. 3 (2016 Airside Pavement Repairs and Rehabilitation and 2016 Landside Pavement Repairs and Rehabilitation) to the Professional Services Agreement (PSA) for 2016 Annual Construction Management (CM) Services for the Airport Capital Improvement Plan (ACIP) at Reno-Tahoe International Airport and Reno-Stead Airport, with Atkins North America, in the amount of $240,600, for a total of amount $353,100.

PURPOSE
The purpose of this action is to request authorization for the President/CEO to execute Amendment No. 3 to the Professional Services Agreement (PSA) for 2016 Annual Construction Management (CM) Services at Reno-Tahoe International Airport and Reno-Stead Airport. This action is in support of the Reno-Tahoe Airport Authority (RTAA) Strategic Priority # 1 – Increase Air Service and Strategic Priority # 4 – Facilitate Economic Development at Both Airports, as adopted in the RTAA Fiscal Year (FY) 2014-2018 Comprehensive Strategic Plan.

BACKGROUND
In order to implement the construction of capital projects, the RTAA has retained Atkins North America to provide CM services. These services augment RTAA staffing for specialized technical services and seasonal construction periods. Construction Management services are industry standards and are required by Federal Aviation Administration (FAA) regulations to ensure proper administration, inspection, and quality assurance for federally funded construction projects.

The CM services include, but are not limited to, program administration, project management, client coordination, agency coordination, pre-construction services, design review, cost estimates, project controls (cost and schedule), bid evaluation, contract administration, construction management, owner’s representation, construction inspection, materials testing, survey controls, quality assurance, and other related tasks.
A Request for Qualifications (RFQ) was advertised in September 2015 for 2016-2018 Construction Management services, with the option to extend the agreement for calendar years 2019 and 2020. On September 24, 2015, a total of three firms submitted Statements of Qualifications (SOQ) in response to the advertised RFQ. The RTAA Selection Committee reviewed the submittals and ranked the firms based on qualifications. TheSelection Committee determined Atkins North America (Atkins) as the most qualified firm, based on their experience in construction management, previous Airport project experience, and available resources.

The Professional Services Agreement (PSA) for 2016 Construction Management Services was approved at the November 2015 Board meeting (Board Memo # 15(11)-44, dated November 4, 2015). Subsequently, Amendment No. 1 was approved by Administrative Award on March 24, 2016 and Amendment No. 2 on May 12, 2016. A summary of Board and Administrative actions associated with the PSA for the 2016 Annual Work Plan for CM services with Atkins North America is provided in Table 1 - 2016 Annual Work Plan.

The Agreement contains provisions to accommodate changes in project scope and the addition of new work orders. This allows for fees to be negotiated on a project specific basis, with the ability to add or modify services as project scope and schedules are developed.

**DISCUSSION**

This amendment adds Construction Management (CM) services to the Atkins 2016 Annual Work Plan for:

- Work Order 16-03 Airside Pavement Repairs and Rehabilitation (RNO)
- Work Order 16-04 Landside Pavement Repairs and Rehabilitation (RNO)

The services consist of owner’s representation, construction management, project administration, a resident engineer, quality assurance, survey controls, construction inspection, materials testing, contract administration, and tenant coordination. The services and corresponding fee negotiations for the above Work Orders are based on the duration of construction and the content of the design for the project.

These additional services are in conformance with the standard provision in the Board approval for construction contracts: “Construction Management Services will be retained by a separate amendment to the agreement for 2016 Annual CM Services, with Atkins North America”.

The following Table 1 – 2016 Annual Work Plan, itemizes the individual project specific work orders contained in the initial agreement and subsequent amendments, including this pending Amendment No. 3:
### COMPANY BACKGROUND

Atkins North America has a local office of approximately 35 members in Reno, Nevada and is headquartered in Tampa, Florida. The work associated with this project will be performed by personnel based in Reno. Atkins has performed CM services at Reno-Tahoe International and Reno-Stead Airports since 2006. The local Atkins personnel have extensive experience in airfield pavement construction, phasing airport construction work, and specific inspection and materials testing staff for projects at both RNO and RTS Airports. Additionally, their North American Aviation Group has extensive expertise and resources in all aspects of aviation related capital projects.

### FISCAL IMPACT

Amendment No. 3 for $240,600 will be funded in the amount of $164,200 for the 2016 Airside Pavement Repairs and Rehabilitation project (Work Order 16-03) from the FY 2015-16 and FY 2016-17 Capital Projects Budget (CIP), and $76,400 for the 2016 Landside Pavement Repairs and Rehabilitation project (Work Order 16-04) from the FY 2016-17 Capital Projects Budget (CIP).

The current 2016 Annual Work Plan for CM services of $112,500 is increased by Amendment No. 3 in the amount of $240,600, for a total of $353,100.
COMMITTEE COORDINATION
This item is scheduled to be presented at the July 12, 2016 Planning and Construction Committee meeting.

RECOMMENDATION
It is hereby recommended that the Board adopt the following motion:

“It is hereby moved that the Board approves Amendment No. 3 (2016 Airside Pavement Repairs and Rehabilitation and 2016 Landside Pavement Repairs and Rehabilitation) to the Professional Services Agreement for 2016 Annual Construction Management Services, with Atkins North America, in the amount of $240,600, for a total of amount $353,100, and authorizes the President/CEO, or her designee to execute the amended agreement.”

MMM(dl/cj)
Aircraft Parking Apron – Concrete Pads (Stead)
A Request for Qualifications (RFQ) was solicited in January 2016 for the selection of a Consultant for design services. Statements of Qualifications (SOQ) were received from five submitting firms on February 11, 2016. The Evaluation Committee met on March 3, 2016 to make a selection of the most qualified consultant. Dyer Engineering Consultants was determined to be the most qualified consultant by the evaluation committee. The Professional Services Agreement (PSA) for design services was subsequently negotiated with the Consultant. The agreement with Dyer Engineering Consultants, in the amount of $218,000, was approved at the April 2016 Board meeting.

The project consists of providing design services for constructing three Portland Cement Concrete Pavement (PCCP) aircraft parking pads (approximately 60,000 square feet) in the existing asphaltic concrete (AC) aircraft parking apron. The location and configuration of the concrete pads will be determined as part of the schematic design phase. As part of the design process, specific project requirements and design features for the project will be developed in collaboration with project stakeholders. The design services shall include construction phasing plans to accommodate aircraft taxiing, parking, and contingency plans for aircraft and special event operations during construction.

The design work will initially be funded by the RTAA Special Fund, pending reimbursement from a subsequent Airport Improvement Program (AIP) grant. The Federal Aviation Administration (FAA) requested a grant pre-application covering design and construction in March 2016. An updated grant application will be submitted after the construction bid opening. The estimated budget for this program including design, construction, and administration is $2,775,000. An AIP grant for the design portion of the project was issued by the FAA for $258,750 on June 27, 2016. The design shall be in accordance with FAA Advisory Circulars and other applicable federal, state, and local requirements.

The design work is currently at the schematic stage and the proposed pad configuration is under RTAA review. The design package will be finalized this fall and bidding is expected in early 2017. This will allow for FY 2017 AIP grant funding to be available and construction to occur in spring prior to Pylon Racing Seminar (PRS) in June 2017. A separate construction contract will be presented for Board approval in spring 2017, contingent on AIP funding.

Reno-Tahoe International Airport Projects

Taxiway “C” Reconstruction Project (Reno)
The project consists of reconstruction of approximately 11,300 square yards of existing Asphaltic Concrete (AC) taxiway pavement. Taxiway “C” is east of Runway 16L-34R and serves the GA East facilities, Atlantic Aviation Fixed Base Operator (FBO) facilities, and aircraft parking aprons. The work consists of demolition and reconstruction of the existing taxiway between Taxiway D and Taxiway L. The project includes excavation, stabilizing fill, base, asphalt or concrete pavement, drainage, utilities, signage, and pavement markings.
The AIP grant offer for design services was issued by the FAA on July 30, 2014. A Request for Qualifications (RFQ) was solicited in September 2014 and the Statements of Qualifications (SOQ) were evaluated by the Selection Committee on October 15, 2014. The Professional Services Agreement (PSA) for the design work with Wood Rodgers, Inc. in the amount of $595,800 was approved at the November 2014 Board of Trustees meeting.

The construction contract was issued for bids in April 2015, with the Pre-Bid meeting on April 16, and the bid opening on April 23, 2015. The construction contract with Granite Construction Company, in the amount of $8,308,308 was approved at the May 2015 Board meeting, contingent on a pending FAA grant offer. Programming of construction funding was discussed with FAA ADO Program Managers during their visits to Reno-Tahoe International Airport (RNO) on December 1, 2014 and on March 24, 2015. The FAA indicated that AIP entitlement funding was available, and requested the RTAA to submit a grant pre-application, pending the bid opening on April 23, 2015. Subsequent to the bid opening, the final grant application was submitted to the FAA on April 28, 2015. The grant offer was received in early July and construction began later that month.

Stakeholder coordination meetings were conducted in March, April, and May 2015 with various stakeholders including: FAA, tenants, airlines, and Airport users. The Construction Phasing Plan was presented to the RTIA Users Committee on May 18th, the FAA Air Traffic Control and Airport tenants at the Safety Risk Management System (SRMS) meeting on June 17th, Airline Station Managers on June 23rd, and the Reno-Tahoe Aviation Group on July 8, 2015.

Various taxiway and runway closures are being implemented during the course of construction, in accordance with the Construction Phasing Plan. The plan consists of ten separate work areas, with corresponding alterations to aircraft taxiing routes and Vehicle Service Road (VSR) alignments during construction. Tenant Bulletins were issued for each phase of construction and other significant activities.

Additional coordination was conducted to sequence the Taxiway “C” work with the Atlantic Aviation Apron Reconstruction project. The Atlantic Apron is a tenant improvement project that began on August 10, 2015. Atlantic Aviation retained Granite Construction Company as the contractor for the apron project. Meetings were conducted to coordinate construction activities between both projects.

The Notice to Proceed for Taxiway “C” was issued to Granite Construction Company on July 27, 2015.

Reconstruction of the final phase of Taxiway “C” started on October 21st with completion initially scheduled for January 22, 2016.

Subsequently, the project was placed into a winter shutdown due to severe weather conditions. Unusually low day time temperatures prevent construction of asphalt shoulders and may affect proper curing of the remaining concrete pavement.

The winter shutdown was at no additional cost to the Owner and commenced on December 31, 2015 with the opening of Runway 16L/34R. Construction would resume in the spring, subject to weather conditions. Staff has had numerous discussions with the affected stakeholders regarding this construction schedule change. A project update was presented to the Reno–Tahoe International Airport Users Committee on February 8, 2016.
Work resumed on April 18, 2016 to complete the remaining construction. The concrete work on Taxiway “C” was completed on April 26 and the asphalt shoulders were finished on May 5. The connection of Taxiway “J” with Runway 16L/34R was also completed on May 11. The final work to complete the mid-section of the Vehicle Service Road (VSR) started on May 12, 2016. Additional soil stabilization was required on portions of the remaining VSR, to remediate saturated soil areas due to adverse winter conditions.

The final portions of construction required the closure of Runway 16R/34L on May 25 for asphalt shoulder repairs and closure of Runway 16L/34R on May 26 for striping on Taxiways “C” and “J”. **Substantial completion was issued on June 1, 2016, with minor punch list items pending.** The north end of Taxiway “C” was closed from June 2 to June 6 for modifications to valves for the underground fuel pipeline system. **Outstanding punch list items for minor concrete repair work and centerline striping were performed from June 20 to July 7, 2016.**

These items were coordinated with FAA Air Traffic Control, the RTIA Users Committee and the Airline Station Managers. **The FAA conducted an annual Runway Safety Action Team (RSAT) meeting on June 15, 2016. The Taxiway “C” project was a significant topic of discussion and comments were made regarding the complexity of the construction phasing and high degree of logistical performance by the contractor. The new configuration of Taxiway “C” is considered from an operations perspective to be beneficial for pilots and Air Traffic Control. This completes the construction work and project close out is in progress.**

Pavement Management System Program (Reno)
The Professional Services Agreement (PSA) with Stantec Consulting for the 2016 Airfield and Landside Pavement Management System (PMS) Program, in the amount of $240,800, was approved at the January 14, 2016 Board meeting. The services consist of airfield pavement inspections (annual update), airfield pavement repairs and rehabilitation (2016 design work - Phase 11), landside pavement inspections (2016 annual update), and RNO landside pavement rehabilitation (2016 design work). The program is funded from the Fiscal Year (FY) 2015-2016 Capital Improvements Budget.

2016 Airfield Pavement Maintenance – A Notice to Proceed (NTP) was issued in February for Stantec to conduct design services and generate contract documents (plans and specifications), to be issued for bids in summer 2016. Additionally, **the work programmed for 2015, which was deferred due to the Taxiway “C” construction project, will be included for construction in 2016.**

The Pre-Bid meeting was conducted on June 22, 2016 and the bid opening was on July 5, 2016. The construction contract will be presented for Board approval at the July 2016 meeting. The construction schedule of August to mid-November 2016 was coordinated with RTAA Operations and Airline Station Managers.

**The project consists of concrete spall, crack, and joint repairs and requires closures of Runway 16R-34L and Taxiways “A”, “B”, “N”, and “P”. Work on Runway 16R-34L will occur from 1 am to 10am, so that the longer Runway 16R-34L (11,000 feet) remains open during the high temperature periods of the day. Construction work will not occur during the Burning Man and Air Race events periods, in order to maintain full airfield capacity. The Runway closure dates will be coordinated with RTAA Airside Operations, Airline Station Managers, and FAA Air Traffic Control.**
2016 Landside Pavement Maintenance – A Notice to Proceed was issued for Stantec to conduct design services and generate contract documents (plans and specifications) to be issued for bids in summer 2016.

The Pre-Bid meeting was conducted on June 28, 2016 and the bid opening was on July 7, 2016. The construction contract will be presented for Board approval at the July 2016 meeting. The construction schedule of August to October 2016 was coordinated with RTAA Landside Operations.

The project consists of; Terminal Loop Road-patching of transverse cracks, limited areas of base repair and pavement patching, and slurry seal (micro-surface) of the north and south portions of the asphalt roadway; I-580 On-Ramp Approach Road- Full depth reconstruction of approximately 450 linear feet of asphalt approach road to the NDOT I-580 northbound freeway on-ramp; Ground Transportation Center (GTC)- Full depth reconstruction of the south portion of the GTC, and approximately 1,417 square yards of asphalt parking area for commercial transport vehicles.

The pavement reconstruction will require 60 calendar days to complete. The construction is scheduled to occur from August to October 2016. The work areas will be barricaded and access will be restricted with various traffic controls in effect. Work on the Terminal Loop Road will involve staggered land closures from 9 pm to 5 am. The I-580 On-Ramp Approach Road work will involve full lane closures from 7 am to 7 pm and traffic will be detoured to Plumb Lane, turning right before Matley Lane to the I-580 on-ramp at Villanova. Construction at the GTC will require barricading of the south portion of the GTC. Access for commercial vehicles and passenger loading will be available at all times using a reduced vehicle staging area.

De-Icing Materials Storage Facility
The project consists of the design and remodeling of the existing Airfield Maintenance (AFM) Paint Shop for use as a De-Icing Materials storage facility. The existing 1,900 square foot concrete building will be modified with sand and De-Icing material containment bays. The work consists of demolition, containment bins, overhead door replacement, lighting, heaters, exhaust fans, paving, and fencing. Roof replacement is also included as an alternate bid item.

The initial work was a Feasibility Study evaluating various sites. The alternative to re-purpose the existing AFM Paint Shop was adopted as a cost efficient solution that provides unobstructed access from the airfield. The project requirements and preferred alternative were vetted in the programming phase, allowing the design work to proceed with adaptation of the existing structure. The Professional Services Agreement (PSA) with H+K Architects, in the amount of $18,550 for the Feasibility Study and $31,300 for design, was approved by Administrative Award.

The preliminary cost estimates were used for cost comparison between construction of a new facility and the modification of the existing AFM Paint Shop. Project requirements and design features for the project were developed in collaboration with project stakeholders as part of the design process. The design services and construction plans include accommodations for adjacent airfield maintenance operations during construction.
The construction documents were issued for bids on March 22, the Pre-Bid meeting was conducted on April 12, 2016 and bids were opened on April 26, 2016. The construction contract with Reyman Brothers Construction, in the amount of $312,000, was approved at the May 2016 Board meeting. The Pre-Construction meeting was conducted on June 13, 2016 and a Notice to Proceed (NTP) for procurement was issued. Construction is scheduled to start August 8, 2016, for completion in October 2016.

The total program budget of $418,000 consists of $18,550 from the Passenger Facility Charge (PFC 11) program and $399,450 from PFC 12.

Disadvantaged Business Enterprise (DBE) - Disparity Study (Reno)

Disparity studies are used to establish Disadvantaged Business Enterprise resource metrics for federally funded programs. The proposed study will quantify the availability of DBE resources and the actual utilization in contracts conducted by agencies. The potential differential between availability and utilization (i.e. “disparity”) will be examined to evaluate participation levels in contracts subject to DBE guidelines.

The RTAA entered into an Inter-Local Agreement (Board Memo #15(02)-05, dated February 4, 2015) with other public agencies (Consortium) for the purpose of conducting a Disparity Study. Joint participation allows the costs of the study to be pro-rated to the various agencies based on their history of capital projects. The participating agencies are McCarran International Airport (Clark County), Regional Transportation Commission of Southern Nevada (RTC – Southern Nevada), Regional Transportation Commission of Washoe County (RTC – Washoe County) and Reno-Tahoe Airport Authority (RTAA). The overall cost of the study is $689,215, with the RTAA share being $110,608. BBC Consulting was retained by the Consortium to conduct the Disparity Study. The program initiation meetings were held in southern Nevada on August 10th and 11th and in northern Nevada (RTIA) on August 12th. A procurement outreach session, facilitated by the Governor’s Office of Economic Development (GOED) was conducted on October 15, 2015 at Truckee Meadows Community College (TMCC). A public hearing for the disparity study was conducted on October 21, 2015 at the Regional Transportation Commission (RTC) – Washoe County.

The Disparity Study consists of thirteen separate project tasks including, public outreach, data gathering, market analysis, and evaluation of DBE availability and utilization. The Consultant is currently analyzing DBE utilization data from recent construction projects by the participating agencies. The project timeline is fourteen months in duration and is scheduled for completion in September 2016.

Airport Master Plan (Reno)

Throughout the month of June, Airport Authority staff have been working with Mead & Hunt, the team identified by the Selection Committee as the most qualified team, on the development of a project scope and negotiated fee. Part of the scope development, included Mead & Hunt’s review of over a dozen previously completed planning studies. Due to the complexity of the Airport Master Plan effort, significant time and effort has been spent on numerous scope iterations and on identifying the best contracting method for an expedited schedule, robust public outreach, and a comprehensive product. As will be discussed in the upcoming Board Memo planned for the August Board meeting, Mead & Hunt and Airport Authority staff have reached agreement on a hybrid lump sum/time & materials contract.
In addition, as required by the Federal Aviation Administration (FAA), a separate firm, Landrum & Brown, was hired to prepare an Independent Fee Estimate (IFE) based on the proposed scope. Upon completion of both the IFE and the scope and fee negotiations with Mead & Hunt, the Selection Committee’s recommendation and the associated professional services agreement, will be brought before the Board for consideration. While Airport Authority staff had hoped to be able to bring this item before the Board in July, negotiations are requiring more time and therefore, the staff recommendation will be brought forward to the Board in August.

Electronic Airport Layout Plan (eALP) and Geographic Information System (GIS)

The Federal Aviation Administration (FAA) has reviewed the Reno-Tahoe International Airport electronic Airport Layout Plan (eALP) data and found all submitted data in compliance. RTAA staff is currently working with the consulting team on the final phase of the project, focusing on the design and development of specific GIS based business systems applications. These applications will leverage the collected eALP data and existing RTAA business system information to enhance efficiencies, streamline decision making, and reduce costs.